

DAVE BRAT  
7<sup>TH</sup> DISTRICT, VIRGINIA



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**FAX COVER SHEET**

TO: MS LISA AUSTIN

NUMBER: 202 219 5742

FROM:      Dave Brat      Phil Rapp

✓ Chris Snider      Lloyd Lenhart

THIS IS PAGE 1 OF 7 TOTAL PAGES

**COMMENTS:**

MR MARK B TAYLOR, SPOTSYLVANIA CO ADMIN

(b) (6)

**If you have problems with this transmission, or have received this fax in error,  
please call (540) 507-7216.**

DAVE BRAT  
7TH DISTRICT, VIRGINIA

303 CANNON HOUSE OFFICE BUILDING  
(202) 225-2815

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-4607**  
August 4, 2015

Ms. Lisa Austin  
Associate Administrator  
Office of Congressional and Intergovernmental Affairs  
General Services Administration  
1800 F Street NW, Room 6120  
Washington, DC 20405-0001

Dear Ms. Austin:

One of my constituents, Spotsylvania County Administrator Mark B. Taylor, contacted me regarding a problem that he has encountered and I am hopeful that you may be of assistance. I have enclosed all of the information that we have received on this particular case for your review.

If you or a member of your staff would look into this matter and provide any information that might be useful, I would be most grateful. Should you require any additional information, please do not hesitate to contact me or my District Representative Chris Snider in my Spotsylvania District Office at 540-507-7216 or [Chris.Snider@mail.house.gov](mailto:Chris.Snider@mail.house.gov).

In reply, I would appreciate if you would direct correspondence to my Spotsylvania District Office by mail to 9104 Courthouse Road, P.O. Box 99, Spotsylvania, VA 22553, or by fax to 540-507-7019.

Sincerely,



Dave Brat  
Member of Congress

DB/cs

CONGRESSMAN DAVE BRAT  
7<sup>th</sup> DISTRICT OF VIRGINIA



CONSTITUENT RELEASE FOR SERVICE  
PRIVACY ACT RELEASE

In accordance with Title 5, section 522 (a), of the United States Code, (the Privacy Act), I hereby authorize Congressman Dave Brat to request assistance on my behalf as he may deem necessary.

Please Print:

Name

Mark B Taylor

(b) (6)

Address

(b) (6)

Phone Number

Email Address

(b) (6)

Date of Birth

(b) (6)

Social Security Number

~~XXXXXXXXXX~~

Name of Agency

Spotsylvania County, VA

Claim Number

GSA

Nature of Problem:

HOW WILL THE NEW SPOTSYLVANIA VLF  
STATION BE RATED FOR SITE SELECTION  
CREDIT (TIER 1-3?) FOR CONSIDERATION IN  
AGENCY SITE RELOCATIONS?

Date

Aug 3, 2015

Signature

(b) (6)

Attributes	Baselines		Tier 1 High Performance		Tier 2 High Performance		Tier 3 High Performance		Verification & Monitoring	Plans & Specs	Calculations & Analysis	Design	Construction
	★★★★	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★							
Reference													
Site Uses Existing Infrastructure Resources and Preserves Natural Resources	o Site selection process addressed EOs 12072, 13006, 13514, and Implementing Instructions for Sustainable Federal Locations (CEQ 09/2011), AND	o The site meets the baseline requirements, AND:  o Site is an infill site within existing urban or suburban development, served by existing water and wastewater infrastructure.	o The site meets the baseline requirements, AND:  o The site is a grayfield or brownfield infill site within existing urban or suburban development, served by existing water and wastewater infrastructure.	o The site meets the Tier 2 High Performance requirements, AND:  o The site is identified in consultation with local officials as being targeted for redevelopment in existing local development plans.	ODC Review of Site Acquisition Package and presentation at relevant reviews	Site Acquisition and Design Concept materials	N/A	EOs 12072, 13006, 13514, and Implementing Instructions for Sustainable Federal Locations (CEQ 09/2011); LEED ND, v2009	Verify relevant design elements from approved Concept presentation.				
	o Site not within a state or locally designated agricultural preservation district; does not disturb prime soils, unique soils, or soils of state significance.  o Site not a greenfield.												
Site Supports Transit Use and Reduced Automobile Commuting	o Site selection process addressed EOs 12072, 13006, 13514, and Implementing Instructions for Sustainable Federal Locations (CEQ 09/2011), AND  o The site is located w/in an MPO-served region and w/in a TAZ where annual VMT does not exceed 90% of average of equivalent metropolitan region value, AND/OR;  o Principal functional building entrance of facility is (a) w/in a 1/4 mile walk distance of bus and/or streetcar stops, or (b) w/in a 1/2 mile walk distance of bus rapid transit stops, light or heavy rail stations, and/or ferry terminals, connected by pedestrian and bicycle pathways.	o The site meets the baseline requirements, AND:  o A) The annual per capita VMT of TAZ is between 60 and 180% of average of equivalent metropolitan region value, AND/OR  B) The minimum daily service at the transit stops (must include Saturday and Sunday) is:  • For multiple transit types: weekday, up to 180/day; weekends, up to 90/day. • Commuter rail or ferry service only: weekday, up to 24/day; weekends, up to 6/day.	o The site meets the baseline requirements, AND:  o A) The annual per capita VMT of TAZ is between 30 and 59% of average of equivalent metropolitan region value, AND/OR  B) The minimum daily service at the transit stops (must include Saturday and Sunday) is:  • For multiple transit types: weekday, 101-245/day; weekends, 85-150/day. • Commuter rail or ferry service only: weekday, 25-40/day; weekends, 7-10/day.	o The site meets the baseline requirements, AND:  o A) The annual per capita VMT of TAZ is 30% or less of average of equivalent metropolitan region value, AND/OR  B) The minimum daily service at the transit stops (must include Saturday and Sunday) is:  • For multiple transit types: weekday, more than 245/day; weekends, more than 150/day. • Commuter rail or ferry service only: weekday, more than 40/day; weekends, more than 10/day.	Maps detailing transit buffers around site; confirmation of transit service from DOT, local transit officials, and/or GSA; confirmation of TAZ based on data from MPO or GSA	Site Acquisition and Design Concept materials	VMT and TAZ calculations based on MPO data and GSA's 511 data	EOs 12072, 13006, 13514, and Implementing Instructions for Sustainable Federal Locations (CEQ 09/2011); LEED ND, v2009	Resubmission of maps detailing transit buffers around site; confirmation of transit service from DOT, local transit officials, and/or GSA; confirmation of TAZ based on data from MPO or GSA				

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controlling public authority approves the protective measures and/or cleanup as effective, safe, and appropriate for the future use of the site.

- Tier 3 High Performance (★★★):
  - The site meets the Tier 2 High Performance requirements.
  - The site is identified in consultation with local officials as being targeted for redevelopment in existing local development plans.



### 2.2.1.2 Site Supports Transit-Use and Reduced Automobile Commuting

- Baseline:
  - The site selection process addressed relevant policy directives as of publication of this standard: Executive Orders 12072, 13006, and 13693; and the Implementing Instructions for Sustainable Federal Locations (Council on Environmental Quality, September 2011), AND
    - A) The site is located within a region served by a metropolitan planning organization (MPO) and within a transportation analysis zone (TAZ) where either:
      - a) the current annual home-based vehicle miles traveled (VMT) per capita (if TAZ is 100% residential), or
      - b) the annual non-home based VMT per employee (if TAZ is 100% non-residential) does not exceed 90% of the average of the equivalent metropolitan region value.

The research must be derived from household or employment transportation surveys conducted by the MPO within ten years of the date of project completion or as provided by GSA, upon request, AND/OR:

- B) The site is located near to existing and/or planned transit service, such that the

principal functional building entrance of the facility is:

- a) within a 1/4 mile walk distance of bus and/or streetcar stops, or
- b) within a 1/2 mile walk distance of bus rapid transit stops, light or heavy rail stations, and/or ferry terminals, all of which are connected continuously by pedestrian pathways and routes accessible to bicycles.

- Tier 1 High Performance (★):
  - The site meets the Baseline requirements, AND:
    - A) The annual per capita VMT of the TAZ is between 60 and 89% of the average of the equivalent metropolitan region value, AND/OR
    - B) The minimum daily service at the transit stops identified in the Baseline requirement meet the following thresholds (weekend service must include Saturday and Sunday):
      - For facilities near to multiple transit types, weekday trips up to 100 per day and up to 60 trips per day on weekends.
      - For projects with commuter rail or ferry service only, weekday trips up to 24 per day and up to 6 trips per day on weekends.
- Tier 2 High Performance (★★):
  - The site meets the Baseline requirements, AND:
    - A) The annual per capita VMT of the TAZ is between 30 and 59% of the average of the equivalent metropolitan region value, AND/OR
    - B) The minimum daily service at the transit stops identified in the Baseline requirement meet the following thresholds (weekend service must include Saturday and Sunday):
      - For facilities near to multiple transit types, weekday trips

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between 101 and 245 per day and between 85 and 150 trips per day on weekends.

- For projects with commuter rail or ferry service only, weekday trips between 25 and 40 per day and between 7 and 10 trips per day on weekends.
- Tier 3 High Performance (★★★):
  - The site meets the Baseline requirements, AND:
    - A) The annual per capita VMT of the TAZ is 30% or less of the average of the equivalent metropolitan region value, AND/OR: B) The minimum daily service at the transit stops identified in the Baseline requirement meet the following thresholds (weekend service must include Saturday and Sunday):
      - For facilities near to multiple transit types, weekday trips of more than 245 per day and more than 150 trips per day on weekends.
      - For projects with commuter rail or ferry service only, weekday trips more than 40 per day and more than 10 trips per day on weekends.

### 2.2.1.3 Site Supports Neighborhood Connectivity, Walkability, and Bikeability

- Baseline:
  - The site selection process addressed relevant policy directives as of publication of this standard: Executive Orders 12072, 13006, and 13693; and the Implementing Instructions for Sustainable Federal Locations (Council on Environmental Quality, September 2011), AND
  - The principal functional entry on the front façade faces a public space, such as a street, square, park, or plaza, but not a parking lot,

and is connected to sidewalks or equivalent provisions for walking, AND

- The facility is located such that the connectivity of the site and adjacent land is at least 90 intersections per square mile as measured within a 1/2-mile distance from the geographic center of the facility, AND
- The facility's primary functional entrance is:
  - a) within 1/4-mile walk distance of at least five diverse uses, OR
  - b) within 1/2-mile walk distance of at least seven diverse uses. These uses must include at least one food retail establishment and at least one other community-serving retail business or service, with the following limitations:
    - A single establishment may not be counted in two categories (e.g., a place of worship may be counted only once even if it also contains a daycare facility, and a retail store may be counted only once even if it sells products in several categories).
    - Establishments in a mixed-use building may each count if they are distinctly operated enterprises with separate exterior entrances, but no more than half of diverse uses can be situated in a single building or under a common roof.
    - Only two establishments in a single category may be counted (e.g., if five restaurants are within the required distance, only two may be counted).
- Tier 1 High Performance (★):
  - The site meets the Baseline requirements, AND:
  - The facility is located such that the connectivity of the site and adjacent land is between 91 and 250 intersections per square mile as measured within a 1/2-mile

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- distance from the geographic center of the facility, AND
- The facility's primary functional entrance is:
  - a) within 1/4-mile walk distance of at least 7 diverse uses, OR
  - b) within 1/2-mile walk distance of at least 10 diverse uses. These uses must include at least one food retail establishment and at least one other community-serving retail business or service, with the same limitations outlined in the Baseline.
- Tier 2 High Performance (★★):
  - The site meets the Baseline requirements, AND:
  - The facility is located such that the connectivity of the site and adjacent land is between 251 and 290 intersections per square mile as measured within a 1/2-mile distance from the geographic center of the facility, AND
  - The facility's primary functional entrance is:
    - a) within 1/4-mile walk distance of at least 10 diverse uses, OR
    - b) within 1/2-mile walk distance of at least 12 diverse uses. These uses must include at least one food retail establishment and at least one other community-serving retail business or service, with the same limitations outlined in the Baseline.
- Tier 3 High Performance (★★★):
  - The site meets the Baseline requirements, AND:
  - The facility is located such that the connectivity of the site and adjacent land is greater than 291 intersections per square mile as measured within a 1/2-mile distance from the geographic center of the facility, AND
  - The facility's primary functional entrance is:
    - a) within 1/4-mile walk distance of at least 12 diverse uses, OR

- b) within 1/2-mile walk distance of at least 15 diverse uses.

These uses must include at least one food retail establishment and at least one other community-serving retail business or service, with the same limitations outlined in the Baseline.

## 2.2.2 Collaborative Design Process

The construction and renovation of a Federal facility may be one of the more significant real estate investments in many communities. GSA has a responsibility to meet client needs, but where possible, federal investment should support local development plans, or at a minimum, not negatively impact them. This responsibility derives from the Federal Urban Land Use Act of 1949 (40 USC Sec. 901-905); the Public Buildings Amendments of 1988 (40 U.S.C. 3312); and Executive Orders 12072, 13006, and 13693.

In order to meet this responsibility, the project team must understand local plans and conditions, neighborhood context, and local perspectives early in the project's development and design. This is the only way to give meaningful consideration to the input of local officials. In many cases, collaboration with local planning and land-use officials will be necessary throughout the project's design and implementation.

- Baseline:
  - For new construction or other projects with significant impact on the public realm (e.g., landscape, facades, perimeter security), GSA's regional project team meets with local officials about the project and considers their input during the preparation of feasibility and similar analysis, prior to requesting design funding.
  - Prior to the Design Kick-off meeting, GSA's project manager and A/E must meet with local planning/land use officials to share project info, get officials' input, and review local plans.



September 8, 2015

The Honorable Dave Brat  
House of Representatives  
Washington, DC 20515

Dear Representative Brat:

Thank you for your letter dated August 4, 2015, regarding how the U.S. General Services Administration (GSA) will evaluate the new Virginia Railway Express (VRE) Spotsylvania station in site selection decisions. More specifically, your letter asked how GSA would use the tiers of performance in Section 2.2.1.2 of the Facilities Standards for the Public Buildings Service, also known as the P100.

In accordance with Section 2.2.1.2, "Site Supports Transit-Use and Reduced Automobile Commuting," properties where the building's front entrance is designed to be within a one-half mile of the walk distance of a transit system, which would include the Spotsylvania VRE station, would meet the baseline requirement of the P100. If no other transit (bus or bus rapid transit) serves the site, however, the site would not qualify for any of the higher tiers of performance (Tiers 1-3). Since VRE has train service only on weekdays on the Fredericksburg line, and Tier 1 requires a minimum of 6 trips per day on the weekends, sites located nearby the Spotsylvania VRS station would not qualify for the Tier 1 High Performance rating. Tiers 2 and 3 would require more trips on weekdays than VRE service currently provides, and thus sites nearby the new Spotsylvania VRE station would not qualify for these high performance tiers. Additional information regarding other transit service to that station or nearby facilities may alter this interpretation.

GSA wishes to emphasize, however, that the specific requirements of a Federal project direct the emphasis that any particular site characteristic will have on the site selection process, and no one factor determines a site's suitability. In addition, the Urban Development and Landscape Design portion of the P100 focuses on increased consultation with local governments and planners and on coordination with local development goals, which also impacts site selection decisions.

Should GSA identify a future need for a Federal facility in the Spotsylvania area, GSA looks forward to working closely with local officials on understanding their planning and development goals for the area and how these goals can inform the Federal Government's site selection decisions.



If you have any additional questions or concerns, please contact me at (202) 501-0563.

Sincerely,

A handwritten signature in black ink, appearing to read "Lisa A. Austin". The signature is fluid and cursive, with the first name "Lisa" and last name "Austin" clearly distinguishable.

Lisa A. Austin  
Associate Administrator